

house is searched; or whether this was a special effort, we do not know; but we

house is searched; or whether this was a special effort, we do not know; but we must say if an irruption of this sort were made into a European house, there would be a risk of far more trouble than occurred in the school-room. Some of the Oriental excitement or 'excite' informants are not men whom a respectable Chinaman would desire to see in his house; whether objects they were bent on. Of what took place within the plaintiff's house, two widely different versions were given. Mr. Justice Wise had to choose between the two. No middle course was open to him; In the number of witnesses the defendant had certainly the strongest side. It was manifest, moreover, apart from their evidence, that the plaintiff had considerably magnified the assault and had endeavoured, by his theatrical conduct in bringing his wife to the Police Station at 12.30 p.m. on a Sunday

dangerous condition, to introduce a new element into the case for which he had only the most shadowy pretext. Mr Wise therefore had perhaps good grounds for the decision he came to. But to one who has not to decide judicially on the merits of the case, there seems a middle course, which is more consistent with reason and probability than either of the statements made. That the assault was not purely imaginary, was clearly shown. The plaintiff himself, on arriving at the Police Station, complained of having been assaulted, although the interpreter there, who could speak very little English, did

mors, who arrived a quarter of an hour afterwards, before he had ever seen the plaintiff and his brother, who were locked up, complained of an assault having been made. It is quite evident therefore that the charge of assault was not a pure concoction on the part of the plaintiff and his friends—that they did not lay their heads together to invent it. Bearing this in mind, the following is, we think, the most probable version of what took place. On the constable and his five men entering the place, the plaintiff, thinking they had no right to intrude, tried to stop their progress. Thereupon the constable, in-

stood or immediately presenting the warrant, pushed the Chinaman roughly aside, perhaps giving him a slap—a method of 'cautioning' Chinese very frequently adopted. The story is told of a police officer who on being asked by a Magistrate how he cautioned a prisoner, presented a big thick stick. The story may be apocryphal, but it illustrates very well the style of 'cautioning' that is customary. At what time the warrant was presented, a point on which the Judge's decision turned, the two statements were totally contradictory. The correct version, we are inclined to think, lies in the mean—that the warrant was presented very soon after

the push and the alleged sleep. The fact of the plaintiff's nephew saying almost immediately after the men entered that they had come to search for opium might bear a totally different interpretation to that given by Mr Wise; for, had the warrant by this time been read, there would have been no call for the remark, as the schoolmaster probably knew the meaning of the warrant better than the nephew. The nephew had reason to suspect the object of the visit from something that happened before the officers came. That the Chinaman was obstructive even after the warrant was produced there is no doubt, but that was not the point.

did not go the length of justifying the constable in arresting the man and dragging him by, the queue, to the Police Station, and in doing that the constable lost his head as much as the Chinaman did. To say there was any danger of trouble in the street was absurd. The man was arrested in the house, and even if in his wrath he shouted 'in, there was nobody to 'a' six strong men.

Mr Wise drew inferentially one good lesson from this case—that Chinese employees of the Government must not consider that, as is the case with petty mandarins in China, their connection with the Govern-

ment frees them from police interference. There is another lesson, one which we think the police ought to study. There are Chinese and Chinese in this Colony, and respectable men ought not to be treated as coolies. The law is not a respecter of persons, it is said. That is, or ought to be, so after conviction. But before conviction, the law, or rather the officers of the law, do respect persons. A bank clerk, accused of embezzlement, is not taken to the police court as a rowdy sailor is. And the distinction is a very proper one, for if the clerk is innocent, he would suffer most severely and most unjustly by being dragged through the streets. As a matter of fact,

man has a respectability to maintain as well as a European. The plaintiff in the case in question was a Chinese scholar of some distinction. The Chinese honor the literary profession more than any other. For such a man to be dragged through the streets by the queue was an indelible disgrace, and that he should have resented being treated in this manner on account of a slight indiscretion, is not to be wondered at. It is very necessary that the cookies of the Supreme Court should be prevented from using their position as a means of squeezing, but it is also well that the Chinese are not

pect of their countrymen. If a posse of half-civilised excise officers enter their houses as they would a coolie house and treat respectable scholars as coolies, we

cannot expect to get good Chinese to arrive.

Mr. Moscop in conducting a case, to which we have alluded above, betrayed a feeling that is very common in this colony—a sort of schadenfreude, or mischievous joy, that a Chinese, a Christian, had been discovered guilty of perjury. There is a very general opinion that no genuine Chinese Christians exist, that a Chinaman becomes a Christian only for what he can make. The opinion is based on ignorance. Many Chinese Christians have been tested, tried and not found wanting. It is true that there are many who have only the thinnest gloss of Christianity. But is not the standard by which we judge these weak brethren an unfair one? We expect them to reach beyond the average morality of the professedly Christian European community and be veritable saints. The missionaries themselves are, it is true, a good deal to blame for this false standard, for in the first days of their arduous, they acted and spoke as if what they call 'conversion' turned sinners into saints all at once. The whole history of the primitive Church is against such a theory. Habits and customs that have been hardening for a thousand years are not to be effaced in the twinkling of an eye or even in a generation or two. Considering the obstacles that have to be met with, the wonder is that the impression made on the Chinese is so great, not that it is so small. The Chinaman who appeared as plaintiff in the case that was before the Supreme Court is the heir of thousands of ancestors who have been accustomed to tell, not what is true, but what is most likely to serve their purposes. And this custom in the course of centuries has become more than a second nature, an organic part of their being, so that in following it they are unconscious of doing what is wrong. They are only doing what to them is natural, inasmuch as it is a part of their nature. To change their nature requires a long process, so long that we do not wonder all but the most ardent missionaries doubt of success. The schoolmaster, when he started to embellish his case by dragging his wife to the Police Station, was obeying an impulse which is so strong in the race that he was not conscious of violating the principles he professes. Yet the ordinary European judges such a man, whose Christianity is beset with such difficulties, far more severely than it would a European. And that Europeans go sometimes beyond embellishment when they enter the witness-box is shown in nearly every collision case tried in our Courts.

This Chungking agreement, which we published the other day, is a very good half-measure. The proverb, 'better half a loaf than no bread,' has been so often repeated, that the most-appreciated half-loaf has come to have a value in excess of the whole loaf. Some such influence at any rate has been at work on our Minister at Peking. One cannot read the Tsung-li Yamen's memorial without coming to the conviction that had Sir John Waleham, when he found that the Szechuan authorities were openly following an obstructive course, told the pioneer steamer Kung to go ahead, Chungking would be now not half open but wholly open to foreign trade. The Chinese would have yielded to the inevitable as they have so often done before. The opposition came entirely from the Szechuan officials. The people of the province, as far as they were influenced by the officials, would have welcomed the steamer. These officials have gained a diplomatic victory over the British Minister. If the Chinese Government refused to open a new port to foreign trade, they might urge strong grounds for the position they took up. The risk of the world is being closed to our people; they should we open up our country? But in this instance, the opening of the port was practically secured by the Chefoo Convention of 1876. The opposition of the Chinese was not to the opening of the port, but to steam traffic, and was akin to that childish opposition, which the introduction of machinery encountered in Europe a hundred years ago. The surrender of the British Minister was therefore a surrender to barbarism, or at least to ignorance and stubborn conservatism. When Sir Thomas Wade negotiated the Chefoo Convention in 1876, the means of communication between the Central Government and the provinces were very poor, and the power of the authorities at Peking was consequently small. Since then the telegraph has worked a considerable change, and is very plainly shown in the new agreement itself, the Chinese have now learned to dread complications with foreign powers. We cannot send the inevitable gunboat to Chungking yet, but news of any disturbance would be quickly transmitted, and the Imperial authorities, from fear of after-consequences, would at once interfere. Had therefore Sir Thomas Wade to negotiate his convention at the present moment, he would never think of creating any ambiguity about the opening of Chungking.

Of course the half-loaf is not to be despised. Chungking is now a treaty port just as much as Fouchow is, although, as yet, no steamers can reach it. The carriage of goods by junk will be more costly than by steamer, as means of defence against pirates will have to be taken and other inconveniences overcome. But in spite of the obstacles still existing, a steady growth of the trade with Western

China may be anticipated, now that the great central market of Chungking has been opened. And after all, the victory of the reactionary officials of Szechuen is only temporary. Western nations are being brought, by increased means of communication, nearer and nearer to the doors of China, and the old conservative Empire, if it is to hold together, cannot long oppose the progress of steamers and railways.

TELEGRAMS.

(From Manila Papers.)

CHOLERA.
Manila, Aug. 5th.
Cholera has broken out in Padjad and Toledo.

MADRID, Aug. 8th.
Cholera is increasing but slowly. In Madrid two cases were reported.

THE PHILIPPINES.
By consent of the President of the Council of Ministers, a fresh conference has been held with the Archbishop (Sr. Novalde), and the Rev. Fathers representing the Religious Orders in the Philippines, during which subjects concerning the Archipelago were dealt with.

LOCAL AND GENERAL.

PASSAGE SCHEDULE.
OUTWARD BOUND—Endeavour, July 11:
Galley of London, 25; Glenfield, Flintshire, 22; Alton, 23; Canton, 24; Teher, 25; Deltona, 26; Moyne, 27; Queen Margaret, Aug. 1; Glenfield, 5.

HOMEWARD BOUND—Braunfels, July 22:
Glenfield, 23; Glenfield, 24; Glenfield, 25; Glenfield, 26; Glenfield, 27; Glenfield, 28; Glenfield, 29; Glenfield, 30; Glenfield, 31; Glenfield, 1; Glenfield, 2; Glenfield, 3; Glenfield, 4; Glenfield, 5; Glenfield, 6; Glenfield, 7; Glenfield, 8; Glenfield, 9; Glenfield, 10; Glenfield, 11; Glenfield, 12; Glenfield, 13; Glenfield, 14; Glenfield, 15; Glenfield, 16; Glenfield, 17; Glenfield, 18; Glenfield, 19; Glenfield, 20; Glenfield, 21; Glenfield, 22; Glenfield, 23; Glenfield, 24; Glenfield, 25; Glenfield, 26; Glenfield, 27; Glenfield, 28; Glenfield, 29; Glenfield, 30; Glenfield, 31; Glenfield, 1; Glenfield, 2; Glenfield, 3; Glenfield, 4; Glenfield, 5; Glenfield, 6; Glenfield, 7; Glenfield, 8; Glenfield, 9; Glenfield, 10; Glenfield, 11; Glenfield, 12; Glenfield, 13; Glenfield, 14; Glenfield, 15; Glenfield, 16; Glenfield, 17; Glenfield, 18; Glenfield, 19; Glenfield, 20; Glenfield, 21; Glenfield, 22; Glenfield, 23; Glenfield, 24; Glenfield, 25; Glenfield, 26; Glenfield, 27; Glenfield, 28; 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Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
parted for SAN FRANCISCO via YOKO-
HAMA and VICTORIA, B.C., on FRI-
DAY, the 22nd August, 1890, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
available for 6 months
To Liverpool 335.00
To London 330.00

To other European ports as required, at
special rates. Special reduced rates granted
to Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelope,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, August 12, 1890 1289

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GAELIC will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 23rd
August, 1890, at 1 p.m. Connection
being made at Yokohama with Steamers
from Shanghai and Japan Ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
available for 6 months
To Liverpool 335.00
To London 330.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, August 11, 1890. 1360

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUBZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through bills
of lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 27th day of
August, 1890, at 4 p.m. the Company's
S.S. PREUSSEN, Captain Rasmussen,
with MAELS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 26th instant. (Parcels are
not to be sent on board; they must be
left at the Agent's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
—MELOERS & Co.,
Agents.

Hongkong, August 5, 1890. 1364

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,
MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—Cargo can be taken on through bills
of lading for BATAVIA, MARSEIL-
LES, TRIESTE, HAMBURG, NEW
YORK AND BOSTON.

APPROXIMATELY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ORIENTAL, Captain E. STEWART, with
Her Majesty's Mail, will be despatched
from this for LONDON via COLOMBO
and SUEZ CANAL, on THURSDAY, 21st
August, at Noon.

Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, August 9, 1890. 1409

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

8.—Arnhold, Karberg & Co.
20.—Alice Memorial Hospital.
41.—Adams, Ball & Co.

18.—Butterfield & Swire.
35.—Drovid, W. Residence.
46.—Bellius & Co.

47.—Bellius, E. R., Kingsclere.
48.—Bellius, E. R., The Eyrie.

(Hartigan, Dr. Wm., Queen's Road.
2.—Castle, Dr. J., Queen's Road.
3.—Castle, Dr. J., Peak.

6.—China & Japan Telephone Co., Ltd.
10.—Chater & Vernon.
15.—Central Police Station.

22.—China Mail.
30.—China Borneo Co., Ltd., Steam Saw
Mill, Berrington.

45.—Carlowitz & Co.
55.—Cowie, Dr. Alex.

12.—Daily Press.
17.—Douglas Laprak & Co.
60.—Dakin Bros. of China, Ltd.

14.—E. & A. China Telegraph Co., Ltd.
16.—Ezra, N. N. J., Residence.
79.—Ezra, N. N. J., Joseph.

4.—Foster, F. T. P.

11.—Grant Northern Telegraph Co.
31.—Gibb, Livingston & Co.
44.—Government House.

75.—Gordon, A. G. & Co., Praya.
76.—Gordon, A. G. & Co., Bowington.
80.—Government Civil Hospital.

20.—Hongkong & Whampoa Dock Co., Ltd.
27.—Holliday, Wm. & Co.
32.—Holliday, J. F.

33.—Hancock, W. St. John H., & Co.
45.—Hughes & Ezra.
64.—Holmes & Roddy.

67.—Hughes, E. J., Residence.
68.—Hunt, Chas., Residence.
74.—Hongkong Land Investment & Agency
Co., Ltd.

77.—Ho Tung, Praya Central.
78.—Ho Tung, Seymour Terrace.
79.—Ho Tung, Bonham Strand.

81.—Hongkong & Kowloon Wharf & Go-
down Co., Ltd.

83.—Jordan, Dr. G. P.
43.—Jordan, Dr. G. P., Residence.
50.—Imports & Exports Office.

53.—Judd, Wm., Peak.
71.—Jardine, Matheson & Co.
72.—Jardine, Matheson—Sugar Refinery.

5.—Linstead & Davis.
39.—Mackintosh, E., Residence.
73.—Mittal, Martin, Y. Mitjana.

19.—P. & O. S. N. Co.
29.—Peak Hotel.
29A.—Peak Hotel & Trading Co., Craigielunn

13.—Russell & Co.
51.—Ray, E. C.

52.—Sailors' Home.
59.—Soy Shing.
61.—Stevens, Geo. R., & Co.

62.—Stevens, Geo. R., Residence.
69.—Stollert & Hirst.

1.—The Hongkong Telegraph.
9.—The Hongkong & Shanghai Banking
Corporation.

56.—Victoria Hotel, Public Telephone.
16.—Watson, A. S., & Co.

The Exchange is open day and night.
—A. SANDFORD,
Agent.

1244

FOR SALE.

A COMPLETE REPRINT, in Pamphlet
Form, of the proceedings in the
RECENT LIZZI CASE.

REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Criminal Sessions, with connected Cor-
respondence and comments of the Press.

To which is now added a Report of the
Case of
PITMAN V. KESWICK
AND OTHERS.

Price per Copy, 50 CENTS.

—CHINESE MAIL OFFICE,
Agents.

Hongkong, August 5, 1890. 1364

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.

(FORMERLY ATTENDED APPROVED AND LAT-
ENTLY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. ROBERTS,
NOW HAS
TO BE MOVED
81, D'ARQUILLER STREET,
behind HONGKONG CLUB.

CONSULTATION FREE.

Hongkong, January 18, 1890. 132

OHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOYAGERS' COMPASSES
BINOCULARS AND TELESCOPES.

STONER'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,
Christofle & Co.'s ELECTRO-PLATED WARE,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

Diamond Jewellery.

A Special Collection of the latest London
Patterns, at very moderate prices. 742

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS if sent to the
Head Office, No. 15, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1893. 1438

WASHINGTON BOOKS.

WASHINGTON'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

SIXTH LIST QUOTATIONS—AUGUST 15, 1890

Stocks

Value

Paid-up

Closing Quotations,
Cash.

Bank of China

Bank of China

Bank of China

Bank of China

Bank of China

Bank of China

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Intimations.

WINDSOR HOUSE,

HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This ESTABLISHMENT is situated in a most
central position, opposite the Telegraph
Office and two doors from the Chartered
Bank. It offers FIRST-CLASS ACCOMMODA-
TION TO RESIDENTS AND TRAVELLERS, and
a Spacious Dining Room, and a large
number of well FURNISHED BED-ROOMS
with all comforts. A Good Table kept.
TABLE D'HOTE—Breakfast, 8.30 a.m.;
Dinner, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single
Meals, at reasonable rates.
ARRANGEMENTS CAN BE MADE TO SERVE
MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.
Mrs. BOHM,
Proprietress.

Hongkong, August 30, 1889. 1682

For Sale.

FOR SALE.

A SEMI-GRAND PIANO, by COLLARD &
COLLARD. Made expressly for the
climate.

Apply to
LANE, CRAWFORD & Co.

Hongkong, April 29, 1890. 708

FOR SALE.

AT THE PEAK.

THE FALLS' on R. B. L. No. 23—
A Well-built SIX-ROOMED HOUSE,
at present let on Lease for one year.

For full Particulars, apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.

Hongkong, November 12, 1889. 2163

BALL PROGRAMMES

FOR SALE.

IN NEW SHOPS AND PARTS.

'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.

Insurance.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to P. & O. Co.'s Office.